



FALCON CLUB OF AMERICA

629 N. Hospital Drive
Jacksonville, AR 72076

FIRST CLASS MAIL

FIRST CLASS MAIL
U.S. POSTAGE
PAID
NLR, AR 72114
PERMIT No 655

The
Falcon
News



Vol. 5, No. 4

NOVEMBER 1983

208
FRED LANCASTER
11512 MCANGUS RD.
DEL VALLE, TX 78617

Vitae

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1979. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to the Falcon Club of American are \$12.00 and are payable to The Falcon Club of America, 625 N. Hospital Drive, Jacksonville, AR, 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.
 Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR, 72086.
 Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.
 Treasurer: Jimmie D. Throgmorton, 2108 Memorial Drive, Jacksonville, AR, 72076.
 Club Store Manager: Pat Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076.
 Editor: Harold A. McLean, 1480 Nora Drive, Tallahassee, FL, 32304.
 Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, KS, 66212 (SASE required for reply).
 Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

BOARD OF DIRECTORS (Number of years in term)

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI, 48827 (5).
 Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (4).
 Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (3).
 Glen Blubaugh, 5420 Buchancan Trail E., Waynesboro, PA, 17268 (2).
 Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38124 (1).

REGIONAL DIRECTORS

EASTERN: Steve Springer, 7101 Silver Circle, Middletown, MD, 21769.
 CENTRAL: Jack Ridgeway, RR #1, Pinckneyville, IL, 62274.
 MOUNTAIN: Bill Branch, 11634 N. 29th Place, Phoenix, AZ, 85028.
 PACIFIC: Sharyn Fabe, 4724 N. Pal Mal, El Monte, CA, 91731.

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38124.

The Lone Star Chapter

Barby Brunkin, 3236 Amherst, Dallas, TX, 75225, (Meets every third Sunday. For information call [212] 361-0115.)

The Founder's Chapter

Ben Sivils, Rt. 4, Box 521K, Russelville, AR, 72801.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

The Rocky Mountain Chapter

Carl MacDonald, 1765 Carmel Drive, Colorado Springs, Colorado, 80910.

Northwest Falcons Chapter

Edward Murphy, 100-137th S. E., Everett, WA, 98204.

Falcons Over Indiana Chapter

Larry Wilson, RR 4, Box 116, Alexandria, IN, 46001.

Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Phillip Cottrill, 131 Ash Lane, Elkton, MD, 21921.

The Northeast Chapter

4 Faith Street, Burlington, VT, 05401.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P. O. Box 3306, San Diego, CA, 92103.

The Ford Falcon Club of Los Angeles, 4873 West 134th Street, Hawthorne, CA, 90250.

The Ford Falcon Club of Arizona, 10209 N. 64th Street, Scottsdale, AZ, 85253.

Fairlane Club of America, 212A Pilgrim Ln., Drexel Hill, PA, 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 2520 Homewood Place, White Bear Lake, MN, 55110.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

President's Message

It has now been about six months since Harold took over the job as your Editor of the Falcon News. Since that first issue, it has been great and each month it gets better. I feel we are very lucky to have Harold as our Editor. I have gotten many - many letters from our members commenting on how well he is doing. I hope to keep hearing from you and I know Harold would enjoy a line from you too.

Also, remember the only way he can keep up a good newsletter is with all the information you send him, so keep it rolling in.

Be sure to fill out your Roster update sheet and send it back to Ken Kowalk by December 1, 1983 so you will be included in the new Roster planned for next year.

All of the Chapters should be thinking about who will host the National Meet in 1985. I know it sounds early, but it takes a lot of planning. Early next year we will be asking for Chapters who might want to do this.

As far as the 1984 meet, get that Falcon ready for St. Louis, Missouri in August.

President, FCA
Roy E. Sword

"Finally took some B&W (Tom: Color would have been OK too. -ED) shots of my '63 convertible. It's a 76A w/bench seats, 170 cid, auto, with padded dash, clock, spoke wheel covers and chrome rocker trim. Color is Rangoon red w/red interior. Built in Lorain, Ohio on 11/14/62, according to Glen Harris. Caught his article about '63 convertibles in Sept 29 Old Cars Weekly. Excellent!
Tom Schroeder,
Elkhorn, Wisc.



From The Editor

Picture a little plastic console situated in front of the bench seat -- it has a little bag of pebbles on each side of the transmission tunnel, and it holds two soft drink cans in two little compartments, with a place in between about the size of a box of kleenex. What does this item have in common with door speakers? What about with shackles? Shag carpet? Massive engine gauges hanging by one #6 wood screw with twisted together wires? With big chrome feet clamped onto accelerator pedals? How about eight-pound rearview mirrors held on by wood screws? Little plastic oil change reminders that look like odometers? Burned out headers? And yes, even one large altimeter from a Cessna 150 panel? What do they all have in common--they comprise my collection of items removed from cars that I have restored. Most of them have several examples in my collection.

I also have a non collection comprised of items that were missing from the same and other cars: Battery boxes; battery hold down hardware (although I should include the weird stuff that has served the purpose: shoe laces -- a women's barrette). Glove boxes; trunk mats (where do all of these trunk mats wind up?) Kick down linkage; Courtesy light bulbs; vent window handles.

I'll bet most of you have collections too. Probably non-collections as well. If you have any items you'd like the membership to know about, send 'em on in. (descriptions only please, not the items)

Both President Roy and myself are running late this month. We're both optimistic that we'll be back on schedule next month.

The Fordomatic rebuild will continue next month.

Prolific contributor Roger C. Roberts furnishes us with Chapter 4 of the Challenger story.

Bird Tales and Other Trivia, Part 4
 Holman-Moody Challenger II
 By Roger C. Roberts

Challenger II, a footnote of minor significance in the history of the American automobile. Minor but nonetheless important. For here is the "Link", the sole example of the combining of two distinctly different concepts, the giant step upwards in the evolution of the Challenger into a very successful production vehicle. You say you have never seen a production Challenger? Yes you have, you just didn't notice it because of its fancy paint job.

Holman-Moody originally designed the Challenger II series to be replicas of the Challenger III racing cars. They were intended for the auto enthusiasts who wanted the performance potential of Challenger III's V-8 engine and race tuned suspension in a street legal package capable of everyday use. Now does it start sounding familiar?

Styling resemblance between Challengers II and III began and ended with the sectioning of the 1962 Falcon Futura bodies common to both. One feature not carried over was the race car's aluminum roof which lacked the headroom and rearward visibility required for everyday street driving. Both bodies had been prepared for the use of 15" wheels and tires by enlarging the rear wheel wells. These wheels were to be part of a standardized Challenger package that also included a NASCAR-style full floating rear axle, four speed transmission, adjusted spring rates, and of course, the Holman-Moody modified 221 cid engine.

Interior changes were more limited than those to the outside. In an attempt to regain some of the headroom lost in the reduction of the body's overall height the front seats were repositioned closer to the floor. The new position was not unlike that of early Mustangs.

Somewhat more complicated was the repositioning of the steering column. Actually the dash was what had been moved as it sat three inches closer to the floor than on a stock Falcon. This meant that the steering, which was standard six cylinder Falcon, now would poke through the instrument panel at the location of the odometer and render the speedometer useless. The old speedometer was blanked off by sheet aluminum and a new unit, S-W 160 mph, along with a matching tach were mounted on top of the dash in separate pods directly in front of the driver.

Perhaps the above statements are misleading, they speak of the manner in which it was intended to construct the vehicle. No reference has been found stating that the engine/drive train package common to the other Challengers was ever fitted to Challenger II. Several events may have been responsible for that

decision. Construction of challenger III, which was to be raced at LeMans in 1962, forced delays in the finishing of Challenger II. Later testing of the race car found it unable to reach the performance standards set for it and perhaps was the true reason behind the ending of the Challenger program. Ford also introduced the 260 engine during this time which made the Holman-Moody modified 221 obsolete.

In early 1963, Cars Magazine became the first of several popular automotive magazines to publish a preview road test of the new Falcon V-8. The subject of the testing was Challenger II. It appeared in primer and was carrying most of its interior in the trunk as Cars had obtained the auto as it was being sent to Fairfield Firestone, Fairfield, Conn. for paint and reupholstering. Cars was one of the few magazines that would publish photos of a car in such a condition.

Strict instructions to hold the rpm limits prevented the staff from finding the true performance levels of the car but the photos were not able to hide the radical changes that had been made to the original Challenger concept. Power for the car was a stock 260 V-8 engine that would differ from later production Falcon units only in the use of a Mallory dual point ignition and custom made dual exhaust. Replacing the semi-exotic underpinnings were standard six cylinder Falcon station wagon 13" wheels (complete with Futura hubcaps), brakes, and rear axle. Retained from the original package were the four speed transmission and aluminum (Corvette) radiator.

Most of the article was spent discussing the merits and benefits of the radiator with its coolant overflow recovery system and how fast the car would be if a then new Cobra engine were fitted. Already there was the out load wishing for a personal sized performance car the size of Challenger II.

Several problem areas were discovered during the testing that were not to be termed drastic as they were carry overs from the original car Challenger was built from. In typical Falcon style the car displayed oversteer characteristics, slow steering, rear axle hop, and brake fade. After a ten day stay in New York the car was sent on to receive final detailing in the form of dark blue metallic paint, white vinyl top and reinstalled interior.

Next stop was made to make the car stop. Bell Auto Parts, the same firm mentioned in our article on early attempts of hopping up the Falcon six, was contracted to custom fit a complete set of Airheart disc brakes. These were the same types of brakes used at Indy and were far superior to anything offered by auto manufacturers during the early sixties. Of interest is the fact that the original Falcon bolt pattern had been retained.

Road & Track and Motor Trend both ran road tests of the car in their March, 1963 issues. Of course the brakes were the first things noticed. With this problem out of the way, Road & Track went about correcting the rear axle hop. After all, they had to jack up the car to replace the gears that had shattered on their first timed quarter mile run, so why not add extra heavy duty shocks while they were at it?

Addition of the chocks and careful driving off of the starting line brought about 16.0 seconds runs. Another problem down the drain. The final problem, the steering, could not be gotten to because of deadlines, something Harold must want to talk to me about. Both magazines were delighted with the concept of Challenger II and stated that they would like to see a similar car from Ford.

Ford did finally bring out such a car and Challenger II played a role in that too. The car became a "mule", or in other words a test car, for experimental parts that would soon become standard equipment on the early Mustang. Bill Clawson was at Ford at the time and could not recall the car being used in the development of the V-8 Falcon, just the Mustang.

As we all know the Mustang went on to become those blue striped white cars called Challengers, er, Shelby GT 350's. Isn't this what Holman-Moody intended to build in the first place?

Bill Clawson obtained Challenger II soon after the public release of Mustang in 1964 and the car, engineless at the time, was placed in his Dearborn garage with its two sisters, perhaps the first time all three Challengers sit side by side. Challenger I had been purchased in early 1963 for about the base price of a car today. This car had been entered into regional road races for a time before being modified for drag racing. Times for this car were constant 14.30 with a few 14.12's and a low of 14.02. The car was raced in both C/FX and C/G classes.

Challenger II received a few modifications like new paint, the recoloring of the vinyl top to black and 15" wheels as Mr. Clawson recalls. Both cars were scrapped about 1970, Challenger II showing 30300 + miles of road testing and highway use. Both magazines had mentioned in the 1963 articles of how the body was making un-Falcon like noises then. It would not be hard to think what it sounded like seven years later!

Today there are a few parts of Challenger II remaining, most are meant for replacement of Challenger III's parts in case of accident. Maybe some day these parts may go on display at a Falcon museum where we may all take our grand children to see where shelby GT 250's came from!

From Chapter President Tom O'Dell:

Hello from the Gateway Chapter in St. Louis, your 1984 convention city. The best news we have is that preparations are already being made for the big event next year. We have selected a motel and tentatively reserved 150 rooms. We are now forming committees for the various jobs that have to be done. We will keep you informed as our plans progress. The convention will be held August 10-12, 1984. Now may be a good time to plan your vacation and incorporate the convention into them. If you want any vacation info on St. Louis or the surrounding area please write to us and we will send it to you.

We would like to congratulate Jack Ridgeway who was appointed regional director of the central division. Jack is a member of our Chapter. We also want to congratulate Ronald Kastelic from our Chapter to represented us recently at Indianapolis. His Falcon took 2nd place in a newly created class for Falcons. Fi

We have another winner from our Chapter his name is Don Czeschin. Don's hobby is drag racing his completely stock 6 cylinder 1963 Falcon 2 door sedan. Don's car is all original, never restored or rebuilt engine or transmission with 113,000 miles. The trophies on display were won at local dragstrips plus about \$1,500 in cash during 1981, 82 and 83. Don participates in bracket racing, run what u brung, E.T. eliminator classes, faster cars run spotted handicap. The car has to be very consistent and the driver picks their own dial in time. (Elapse time in seconds) from start to finish. This car has been a very consistent winner. Don had his Falcon and some of his trophies on display at a recent swap meet, he really got a lot of attention. His car will be one of our featured cars at the convention.

That's about all of the important things from our neck of the woods. Don't forget "MEET US IN ST. LOUIS IN 1984."



How many kids in their Chevies have tried to catch this trophy catcher?

Chapter News

NEW JERSEY GET TOGETHER

This from Chris and Matt Scioscio:

Enclosed you will find a list of people who attended our meet at Montclair, New Jersey. We had 18 people in attendance and 20 cars, one of them a Comet that was beautifully done to a Ranchero type vehicle.

A good time was had by all in attendance and preliminary discussions of a local chapter were initiated. Three people were appointed to see about forming a local chapter of the Falcon Club of America.

Unfortunately all of our pictures were color and you cannot use them for the newsletter. (ED'S NOTE: WRONG!, Chris and Matt. We can and do use color prints in the FN.) However, I am sending a picture of our car anyway.

Chris and Matt Scioscio, Bloomfield, New Jersey.

Ed's note: here's the list of attendees at the N.J. do: Chris and Matt; Peter Lindsay--'61 2 dr; John Kliminski--'62 2dr; Robert Pankiewitz--'64 Ranchero; Bill Gourley--'63 Futura convertible; Brian Viaden; Bill & Sharon Fredrick--'64 2 dr sdn; Jim & Donna Larkin--'63 2dr wagon; Carl Swenson--'62 4dr wgn; Ron Swenson--'66 4dr sdn; Bob Bugianesi--'63 conv; Jeff Beck--'64 Sprint; Mike Fragale; Bruce Wolfe--'68 4dr wgn; Fred Wolfe--'63 V-8 hdtp; Glenn Kuhn--'64 conv; Bobs Auto Radiator--'63 conv; Howard & Gladys Hoelscher--2dr Squire Wgn; And Michael Dehloff--'64 4dr sdn.

Here's Chris & Matt's '65 Sprint.

They say that FCA members and the newsletter helped them accumulate the necessary parts for restoration.

Thanks for the picture, folks, and send those in for the meet.



NEW 1960-1970 FALCON PARTS

FALCON MANUALS

| | |
|--|---------|
| 1960-63, 65, 66, 67 & 68 Falcon Shop Manual | \$29.95 |
| 1960, 62, 63, 64, 67 68 & 70 Falcon Owners Manual | 10.00 |
| 1964 Falcon Sprint Owners Manual Supplement | 5.50 |
| 1960-64 Ford And Falcon Master Text And Illustrations (2 Vols.) (2,198 Pages) | 40.00 |
| 1965-72 Ford And Falcon Master Text And Illustrations (Less Binders) (3,200 Pages) | 70.00 |
| 1963-63½ Falcon Feature And Specification Manual | 7.50 |
| 1964 Falcon Feature And Specification Manual | 7.50 |
| 1965 Falcon Feature And Specification Manual | 7.50 |
| 1964-65 Falcon Convertible Top Repair And Adjustment Manual | 7.50 |

FALCON GOODIES

| | |
|--|---------|
| 1963-64 Falcon "Sprint" Fender Ornament (Pair) | \$45.00 |
| 1963-64 "V8 Checkered Flag" Fender Ornament (Pair) | 75.00 |
| 1960-65 "Ranchero" Fender Name Plate (Pair) | 28.00 |
| 1962-63 Hood Letter Set "F.O.R.D." (Set) | 17.50 |
| 1965 Grille Ornament | 35.00 |
| 1960-61 Trunk Ornament | 37.50 |
| 1964 "260 V8" Fender Name Plate (Pair) | 28.50 |
| 1965 "289 V8" Fender Name Plate (Pair) | 28.50 |
| 1960-65 Outside Door Handle Pad Set (4 Pieces) | 6.50 |
| 1960-65 Front Door Glass Weatherstrip, Tudor And Ranchero (4 Pieces) (Set) | 50.00 |
| 1960-65 Front Door Weatherstrip, Fordor (4 Pieces) (Set) | 50.00 |

FALCON RUBBER WEATHERSTRIP

| | |
|---|---------|
| 1963-65 Windshield Rubber Hardtop And Convertible | \$75.00 |
| 1960-65 Windshield Rubber Sedans, Ranchero And Wagons | 45.00 |
| 1963-65 Back Glass Rubber Hardtop | 65.00 |
| 1963-65 Back Glass Rubber Sedans | 65.00 |
| 1960-65 Door Rubber Seals Tudor And Ranchero (Pair) | 48.50 |
| 1960-65 Door Rubber Seals Fordor And Wagon (All 4 Doors) (Set) | 75.00 |
| 1960-65 Vent Window Rubber (Fits All Except Convertible And Hardtop) (Pair) | 45.00 |
| 1960-63 Trunk Rubber Seal | 27.50 |
| 1964-70 Trunk Rubber Seal | 37.50 |
| 1964-65 Tail Light To Body Rubber Pads (Pair) | 17.00 |

FALCON DECAL KITS

| | |
|---|------|
| 1960-63 Falcon With 144 Engine | DK-1 |
| 1963-65 Falcon With 170 Or 200 Engine | DK-2 |
| 1963-65 Falcon With 260 Or 289 Engine (Except Sprint) | DK-3 |
| 1963-65 Falcon Sprint | DK-4 |

Above Kits Contain All The Decals Necessary To Replace The Factory Supplied Decals On The Car.

ALL ITEMS IN THIS AD POSTPAID.
MANY OTHER 1960-1970 FALCON PARTS IN STOCK
CATALOG \$2.00.

OBSOLETE FORD PARTS COMPANY, INC.

"THE OLD RELIABLE"

311 E. WASHINGTON AVENUE

NASHVILLE, GEORGIA 31639

TELEPHONE 912-686-2470/5101

NOTICE:

ATTENTION CLUB MEMBERS:

Information needed for 1983-84 Membership Directory. For those who do not reply, only name and address will be printed. Deadline for information is December 1, 1983. A limit of three cars, please. Clip and return information to:

Ken Kowalk
6138 Long Hwy.
Eaton Rapids, Michigan
48827

F.C.A. #-----

NAME: ----- PHONE: Area Code-----

ADDRESS: -----

CITY: ----- STATE: ----- ZIP: -----

DOOR PLATE DATA: CAR YEAR: ----- WARRANTY#-----

BODY: ----- COLOR: ----- TRIM: ----- DATE: -----

DSO: ----- AXLE: ----- TRANS: -----

DOOR PLATE DATA: CAR YEAR: ----- WARRANTY#-----

BODY: ----- COLOR: ----- TRIM: ----- DATE: -----

DSO: ----- AXLE: ----- TRANS: -----

DOOR PLATE DATA: CAR YEAR: ----- WARRANTY#-----

BODY: ----- COLOR: ----- TRIM: ----- DATE: -----

DSO: ----- AXLE: ----- TRANS: -----

1963 FORD FALCON CONVERTIBLE REGISTRY

| | | | | | | |
|-----------------------|--------|------|---|-----|-----------|-------|
| STATE: | NAME: | | | | | |
| CAR: | DATE: | | | | | |
| I.D. No.: | | | | | | |
| BODY | COLOR | TRIM | DATE | DSO | AXLE | TRANS |
| COLOR: BODY- | | | TOP- | | INTERIOR- | |
| ENGINE: | TRANS: | | SEATS: | | MILEAGE: | |
| OWNER: | | | STATE REG.: LIC. No.: CONDITION: COMMENTS: | | | |
| TELEPHONE: () () | | | | | | |

ADDITIONAL INFORMATION ON REVERSE

If you have a '63 convertible you'll want to participate in the registry being formed by Glenn Harris. Glenn wants to compile a good accounting of the existence of these desirable Falcons. Glenn says that when he gets his registry well along the way, He'll make the results available to the Falcon News, and thus the membership. When you complete the above form, mail it to Glenn at:

Glenn Harris
4703 E. Greenway St.
Mesa, Arizona 85205

With respect to other registries: if you are working on a registry for any Falcon body style, be sure to let the Editor know. We will assist you in exchange for the information you develop.



Technical

I have a question and I was wondering if you could answer it for me. I would like to recover the door panels of my '64 Falcon Sprint Convertible. Is that material available for purchase anywhere? Walt Vlassenko; 827 Walnut street; Humiville, PA, 19047.

Thanks for the \$64,000 question, Walt. Any member got an answer? Walt needs both the vinyl and the fake chrome. And as always, if you write to Walt, please send a copy to the FN.

TECHNICAL ANSWER: Y'all will remember Mark Fristick's question last month: he wanted to know about the steering box and how come his Falcon used so much gas. Well, Ralph Corliss, of Chiloquin, OR provides Mark (and us) with his solution:

Problem #1--It is probably the large rubber fuel line between the outside fuel filter and the gas tank. That would increase gas consumption and put fumes in the car. Also check the carburetor float level for this problem.

Problem #2--The steering box needs to be adjusted. To do this you need a shop manual, dial indicator inch pound torque wrench, and also you need to make a special large wrench out of flat steel. You could use an off-the-shelf wrench but you would have to grind it thinner. Do not attempt to adjust the steering box without the shop manual and torque wrench. Another thing causing the same problem which I found on all my Falcons is the rubber bushings on the rear spring shackles. They can be purchased from the Ford dealer. If he doesn't have them he can order them.

The shop manual is available from Jim Lungwitz; 1927 Brookdale Drive; Colorado Springs, Colorado 80907

"In your Sept issue", says Gene Miyatake of Volcano, HI, "you had pictured a '65 4wd Ranchero; I couldn't believe it. About six months ago, I dreamed up that same project for my '64 Ranchero. I have been measuring the wheelbase, axles, trying to get answers. Thus far, only discouragement. Do you know of anyone who has attempted a project like this? I am offering a \$25 reward for the information as to who the owner of that

'65 FWD. Please post it in your next Newsletter."

Ed's Note: It's posted, Gene. I took the picture on a visit to Macungie, PA, in the car corral. It was about August 14 of 1982. The car was really well done. I have a letter concerning 4WD Rancheros from one of our Down Under members, where the 4WD Ranchero was actually produced by Ford. Watch for it next month.



Who are these people? Why aren't they smiling?

Is anyone missing a Falcon Top?

1960 - 1965 MOS FALCON UPHOLSTERY

Available from stock:

1963 thru 1965 Hardtop and Conv. models. Specify bench seat or Sprint.

1962 thru 1964 Ranchero bench seat

Also many sedan and SW models with cloth w/o pleats. Specify trim code no.

Other Falcon models available - send body and trim codes with samples. SASE required on all inquiries.

Convertible tops, top boots and wells available, as is a full line of carpets and trim.

MONTH'S SPECIAL:

1963 Sprint Hardtop (red)

(CALL FOR BARGAIN PRICES)

LARRY'S INTERIORS
Formerly T AND L INTERIORS



22721 15 MILE ROAD
MT. CLEMENS, MICH. 48043
(313) 792-2779

Classified

PARTS WANTED

For '63 Falcon convertible. R/F inner skirt # C3DZ16054-D Tail Lamp Buckets. Deck lid ornament and rear body panel trim left and right side of gas cap. Prefer nos. or excl. used. Dave Karr, 29 Trescott Lane, Willingboro, New Jersey 08046. (609) 871-4735. Dave Karr #1498

'63 Hardtop with factory V-8 engine. Must have little or no rust. Prefer solid unrestored car. Please send brief description, price and your phone number to Duane Gibson, 12618 Foxburo, Houston, Texas 77065. (713) 469-1780.

Rear bumper for 1962 Falcon Wagon. Dick O'Connell, Box 166, Cedarburg, Wisconsin 53012 FCA Number 610

CARS FOR SALE

1963 1/2 Falcon Sprint Convertible, 4 speed, Rangoon Red/ Red interior, white top, 61,463 miles. Engine replaced by Ford dealer complete with heads. 1970 plus following: New master cylinder and brakes, front and rear springs, shifter and linkage, exhaust system, fuel pump, water pump, new interior, full tonneau and new top. Maintenance can be verified thru Ford dealer since 1969. Many years of care, \$3,000. Paul Knight, Little Rock, Arkansas (501) 666-7814.

1963 Futura Convertible. 6 cyl., automatic, 70,000 miles. Has new blue paint with new black top, original blue bench seat interior with no tears. Original boot for top. Engine has had valve job, new hyd lifters and timing chain in last 6 months. Car is complete wih all chrome, hubcaps, etc. \$2,900. Ron Coffin, 6 Woodbine Road, Marshfield, Maryland 02050 (617) 837-3808.

1965 Flacon Ranchero - 289 automatic, new tires, engine overhauled. Brown metalic, very good condition. \$1,500. Jack Ridgeway, R.R. 1, Pickneyville, Illinois 62274 (618) 357-8346.

'64 Sprint - Georgia car. White exterior, red interior. Many extras including padded dash, N.O.S. antenna, N.O.S. Sprint muffler, 2 perfect spinners, new headliner and carpet. \$1,700 or trade for nice 61-63 Sedan Delivery. (217) 354-4825 David Humes (FCA #154)

'63 Futura Convertible - Red exterior, red interior. Excellent white top. Needs brakes and muffler to be road ready. \$1,700 or trade for real nice 61-63 Sedan Delivery. (217) 354-4825 David Humes (FCA #154)

Falcon Collection - Sell cheap or swap for Metropolitans. '64 Sprint Convertible, sound body, towable basket, \$875. '62 four door wagon, 6 cyl., 3 speed, drive anywhere, \$775. '61 two door, 6 cyl. 3 speed, low mileage, new tires, \$875. '64 Ranchero, 6 cyl., automatic - darn good original - delux trim good, drive anywhere, \$850. '60 two door, 6 cyl., 3 speed, straight, easily restored, drive anywhere, \$575. Bill Beaver, Marthasville, Mo. (314) 433 2869.

'61 Sedan Delivery Falcon, driven daily, motor overhauled last year, front and rear end, new tires, very little rust, no dents, \$1,500 firm. Joe Fletcher, 106 E. Munson, Denison, Texas (214) 465-9306

'63 Falcon Futura Sports Sedan, 6 cyl., automatic, runs almost complete, some rust, dents, many extra parts. Needs transmission work. Whole car for parts or restore \$50. Moving, must sell. G. Wilkinson, Rd. # 1, Box 672B, Grand Isle, Vermont 05458.

'65 Falcon Squire Wagon. All original 2nd owner California car, new radials with wire wheel covers. Black on black XLNT runnor needs very little \$2,225. Call Fallon Eddie North, 1198 McFarlane Avenue, Sebastopol, California 95472 (707) 823-0875, Member #1129.

'62 Falcon Squire Wagon. Black, 170 engine, Fordomatic, luggage rack, electric window, radio, factory airconditioning, 44,000 miles on rebuilt engine, drive trainall rebuilt or new, some rocker rust, needs rear bumper and carpets, will deliver, this car driven daily \$1,317. Dick O'Connell, Box 166, Cedarburg, Wisonsin 53012. FCA Number 610.

All items are from 1963 Convertibles. 1 Left front fender \$40, 2 Right front fenders \$40, 1 Left door \$35, 1 Right door \$35, 1 Trunk lid \$15, 1 Front bumper (good but needs rechromed) \$25, 1 Rear bumper (good but needs rechromed) \$20, 2 Hoods \$25, 2 Instrument panels \$10, 1 170 CI (30,000 MI) engine \$175, 1 4 speed transmission \$70, 2 Bucket seats - red (need recovered) \$20, 1 Console \$20, 1 Padded dash - red (excellent) \$35, 2 Sets of exterior chrome \$20, 2 Radiators \$25, 2 Heater cores \$12, 1 Convertible top pump & cylinders \$50, 1 Convertible top bow assembly \$50, 2 Quarter windows \$8, 2 side windows \$10, 1 Rear seat-red \$20, 1 set interior - red (door panels, etc.) \$35, 2 Generators \$12, 2 Starter motors \$12, 2 Sets interior "Futura" chrome \$12, 2 Push button radios \$12. Many miscellaneous items from 2 parts cars, (switches, knobs, etc.) Will sell all of the above including a '63 Futura convertible, with rusty inner rocker panels for \$700. This car is not a basket case and is not sagging at all, it is still plenty solid and is worth fixing if you can do your own welding. Darnold Lowe, RD 1, Box 260A, Milroy, PA. 17063 Phone after 5 p.m. (717) 667-3132. FCA #907.

PARTS FOR SALE

One '64 4-door and 1 '64 2-door, interior in very good condition. Little rust. Send me your needs. \$400 buys both. D. Laper, P.O. Box 43, Pardeeville, Wisconsin 53954. Call 1-608-429-9996.

1963-64-65 Original shift knob for 4-speed transmission. Black bakelite knob (reverse left & up) with chrome threaded dish. Shift pattesin etched on top of knob. Price \$20, includes shipping. P.J. Vassallo, 891 E. Lincoln Highway, Exton, PA 19341.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings \$50. Specify engine size and year, bands \$25 each, adjustable modulator \$6, bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194 (617) 449-2065, evenings.

'66 Ranchero bed trim \$45, '66 Hood \$25, Tail gate \$40, Doors excellent condition \$100, Windshield \$25, Bumpers, front and rear \$50 pair, Ranchero horn ring \$15, Red bucket seats \$40, Other miscellaneous parts available. Contact Tom Massarelli #400, 10 Young Street, Poughkeepsie, New York 12601 (914) 471-7769.

'64 Console \$20, Parking brake assembly \$12, Tail light buckets \$14 pair, defroster ducts \$10 pair, S.W. electric rear window motor with window \$50, Other miscellaneous parts available. Contact Tom Massarelli #400, 10 Young Street, Poughkeepsie, New York 12601 (914) 471-7769.

Roy and Lin's Falcon parts offer a complete line of new, used, and reproduction items for '60-65 Falcon. Newest items include repro. sprint script (original "fine" line) and V-8 emblems for '63-64. Please S.A.S.E. for free partss list or call evenings. Roy Thompson, 8422 E. Cortez, Scottsdale, Arizona 85260. (602) 998-8624. FCA #867.

Carpet sets for all Falcons. OEM specifications, 100% Nylon loop curl, neel pad, jute backing. All colors available, \$105 postage paid. Send information to: Tom Massarelli #400, 10 Young Street, Poughkeepsie, New York 12601 (914) 471-7769. *Watch For Headliners Coming Soon*

Plastic Chrome Plating. Professional vacum metalizing of your Falcon plastic interior parts. 1960-63 gauge bezel @ \$12.50. 1964-65 4-piece dash @ \$42.50. Add \$3.50 shipping. Workmanship guaranteed to your satisfaction! You can use tape for masking. SASE for free brochure. Bob Heil, 8925 Bristol Ct., Ypsilanti, Michigan, 48197. (313) 326-1858 days, (313) 485-4655 eves. #1244

THE CLUB STORE ITEMS

| | |
|--|--------|
| Memo Pad ("Falcon Club of America" imprint)..... | \$.75 |
| Decal (National Club window decal)..... | 1.25 |
| Patches: National Club Patch (3" round)..... | 2.25 |
| Ford Falcon (oval, blue & gold)..... | 2.25 |
| Falcon (rectangular, 2" x 4", red & gold)..... | 2.25 |
| 1960-1963 Reproduction shop manuals (includes V-8 section)..... | 30.00 |
| Falcon Club of America license plate (white with red writing)..... | 4.50 |
| Falcon Book (By Ray Miller, covers all Falcons-has 320 pages-hardcover)..... | 30.00 |
| Falcon Book (By Phil Cottrill, covers 60-63 Falcons has 150 pages)..... | 16.00 |
| Falcon Poster (24" x 36", has 28 color pictures of Falcons)..... | 4.00 |
| Falcon Fender Covers (24" x 40", with Falcon imprint)..... | 15.00 |
| Hat (New all red with National club patch on front)..... | 7.50 |
| T-shirts: Regular (sizes, child S-M-L, adult S-M-L-XL)..... | 6.50 |
| V-Neck (sizes, adult L-XL only)..... | 8.50 |
| Ladies Blouses (sizes S-M-L)..... | 9.50 |
| Sweat shirts (mens's and ladies, grey with red imprint)..... | 12.50 |

All prices include postage and handling. Be sure to state size. All checks and money orders should be made to The Falcon Club of America. Send all orders to Pat Sword, Tour Chairman, 629 N. Hospital Drive, Jacksonville, AR, 72076.

SPECIAL NOTICE

The Falcon News will now accept Commercial Ads for the newsletter. They must be sent to the Falcon Club of America (Ad Department), 629 N. Hospital Drive, Jacksonville, AR, 72076. All ads must be received by the 10th of the month or it will appear in the next issue of the Falcon News.

All ads for the classified section of the newsletter must appear with the member's name or it is considered a commercial ad and must be paid for.

ALL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS.

| | |
|-------------------------------------|---------|
| COMMERCIAL AD RATES: FULL PAGE..... | \$50.00 |
| (Price per month) HALF PAGE..... | 30.00 |
| QUARTER PAGE..... | 20.00 |
| BUSINESS CARD..... | 5.00 |

Only auto related ads will be accepted for the Falcon News. "WARNING" The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.